

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number ~~PG: 79-103~~ PG: 79-103

Address: 15304 Marlboro Pike, Prince George's County - in the vicinity of Upper Marlboro

Owner: Parker, Nancy P. & Ellis J.

Tax Parcel Number: 111 Tax Map Number: 93

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district? ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The two-story I-house has a side-gabled roof and front-gabled roof projecting from the main façade, creating an entry porch. The entry porch has been sealed and the entrance for the house has been moved to the rear of the structure. The house is three-bays wide and the one-over-one double hung sash windows appear to be modern alterations.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922. The pre and post World War II years in Prince George's County saw a large increase in the population due to the influx of wartime workers and the close proximity of the northern portion of the county to the nation's capital.


Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐

Eligibility not recommended ☒

Criteria: ☐ A ☒ B ☐ C ☐ D Consideration ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None


Reviewer, Office of Preservation Services

10/14/99
Date

Reviewer, NR Program

Date

The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic. By 1950, Prince George's County's population had risen to 193, 799 persons, more than double the population of ten years earlier.

The c. 1920 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

OUTPAR 'A'

WURTZ &
WEEKS TRACT

182089

C'

MURTZ &
WEEKS
ADDITION TO
MARLBORO

P.38

(P.11)

'B'

8931

KATHERINE BUCK
6676/882
27 25 A.
P.82

2.50A
P.145

SUGAR
HILL

AGRICULTURAL
FAIR

8782

ASSOC.

1 8 2

9852

P. 107

P.146

725

SHELL

PLANTERS
TOBACCO
W HOUSE
INC
633/25
3 584

MARLBORO

Prince George's County, MD
Tax Map 93

NT

182089 169041

M 92
P 77

WURTZ &
WEEKS ADD.
RALD F RIPPLE
5398/745
6.05 A.
P 15

'F'

W P

EGR1

5222/805

4-04A

P 16

RIFFLE'S
SERV. INC.

5359/529
4 82 A

MI02-PS

158A
P192

145A
P83

MAP 102

P44

P123

P122

P18

P121

P120

P160

P119

P118

P117

P.116

P.114

P.113

P.112

P.111

P.110

P.109

P.108

P.107

P.106

P.105

P.104

P.103

P.102

P.101

P.100

P.99

P.98

P.97

P.96

P.95

P.94

P.93

P.92

P.91

P.90

P.89

P.88

P.87

P.86

P.85

P.84

P.83

P.82

P.81

P.80

P.79

P.78

P.77

P.76

P.75

P.74

P.73

P.72

P.71

P.70

P.69

P.68

P.67

P.66

P.65

P.64

P.63

P.62

P.61

P.60

P.59

P.58

P.57

P.56

P.55

P.54

P.53

P.52

P.51

P.50

P.49

P.48

P.47

P.46

P.45

P.44

P.43

P.42

P.41

P.40

P.39

P.38

P.37

P.36

P.35

P.34

P.33

P.32

P.31

P.30

P.29

P.28

P.27

P.26

P.25

P.24

P.23

P.22

P.21

P.20

P.19

P.18

P.17

P.16

P.15

P.14

P.13

P.12

P.11

P.10

P.9

P.8

P.7

P.6

P.5

P.4

P.3

P.2

P.1

P.0

P.-1

P.-2

P.-3

P.-4

P.-5

P.-6

P.-7

P.-8

P.-9

P.-10

P.-11

P.-12

P.-13

P.-14

P.-15

P.-16

P.-17

P.-18

P.-19

P.-20

P.-21

P.-22

P.-23

P.-24

P.-25

P.-26

P.-27

P.-28

P.-29

P.-30

P.-31

P.-32

P.-33

P.-34

P.-35

P.-36

P.-37

P.-38

P.-39

P.-40

P.-41

P.-42

P.-43

P.-44

P.-45

P.-46

P.-47

P.-48

P.-49

P.-50

P.-51

P.-52

P.-53

P.-54

P.-55

P.-56

P.-57

P.-58

P.-59

P.-60

P.-61

P.-62

P.-63

P.-64

P.-65

P.-66

P.-67

P.-68

P.-69

P.-70

P.-71

P.-72

P.-73

P.-74

P.-75

P.-76

P.-77

P.-78

P.-79

P.-80

P.-81

P.-82

P.-83

P.-84

P.-85

P.-86

P.-87

P.-88

P.-89

P.-90

P.-91

P.-92

P.-93

P.-94

P.-95

P.-96

P.-97

P.-98

P.-99

P.-100

P.-101

P.-102

P.-103

P.-104

P.-105

P.-106

P.-107

P.-108

P.-109

P.-110

P.-111

P.-112

P.-113

P.-114

P.-115

P.-116

P.-117

P.-118

P.-119

P.-120

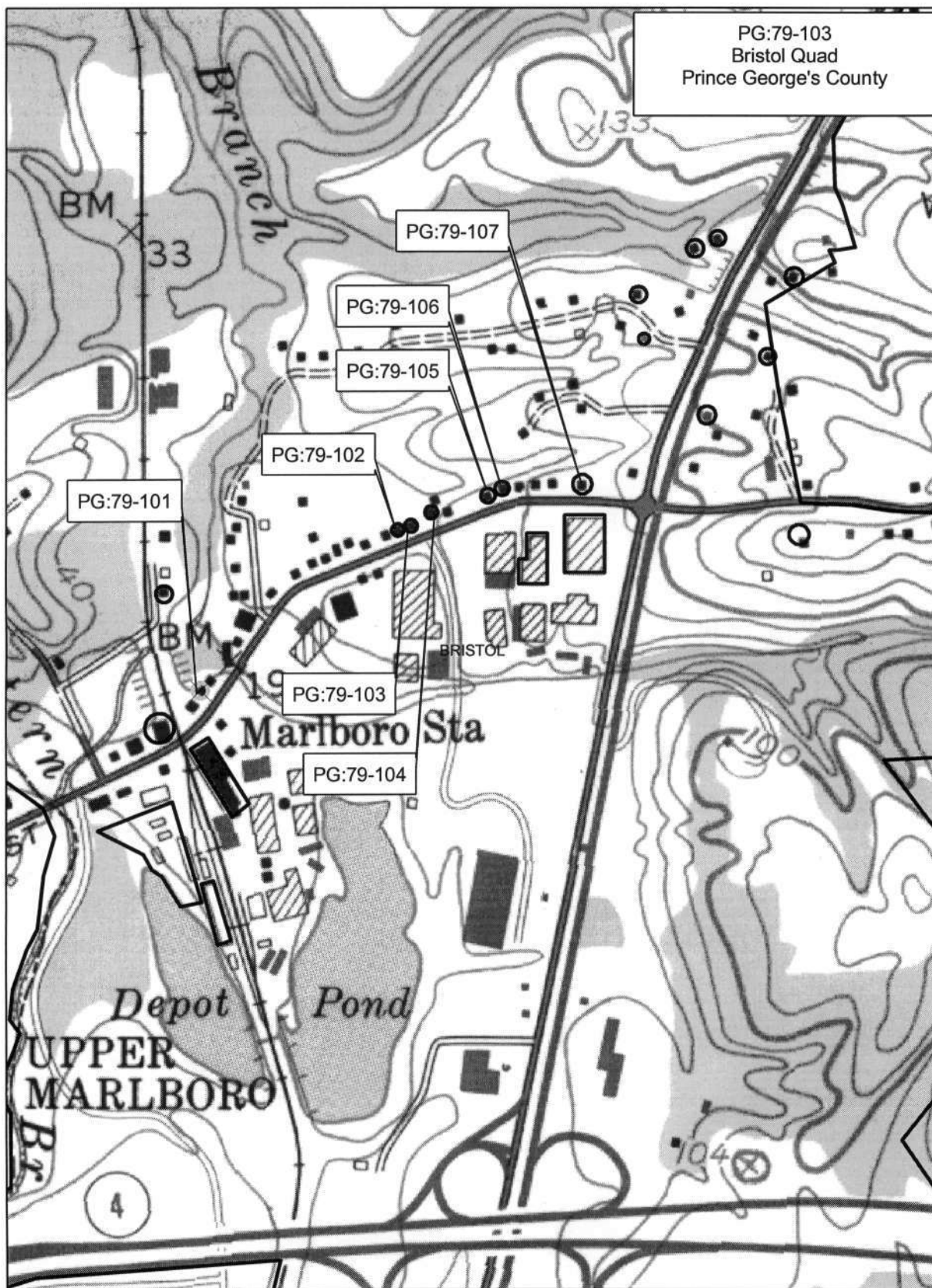
P.-121

P.-122

P.-123

P.-124

P.-125





~~15304~~ PG: 79-103

15304 Marlboro Pike
Prince George's County, MD

Traceries

June, 1999

MD SHPO

View of south elevation

1 of 1